

CLASSIFICATION ~~SECRET~~SECURITY INFORMATION  
REPORTCOUNTRY East Germany

25X1

TOPIC Neuruppin AirfieldEVALUATION PLACE OBTAINED

DATE OF CONTENT

25X1

DATE OBTAINED

DATE PREPARED

29 April 1953

REFERENCES

PAGES 6 ENCLOSURES (P. D. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. Air activity observed at Neuruppin airfield from 24 February through 14 March included:

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24 February. At 1:30 p.m., 17 MIG-15s and type-29 aircraft in addition to 4 Po-2s were observed at the field. About 6 p.m., there was air activity by one Po-2.

26 February. About 1 p.m., MIG-15s made local training flights. Four MIG-15s and 16 MIG-15s of type-29 planes were seen at the eastern end of the runway and near the hangar respectively.

28 February. There was air activity. At 2:30 p.m., 6 MIG-15s were over at the end of the runway.

2 March. A total of 18 MIG-15s and type-29 aircraft were observed at the field.

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12 March. About noon, MIG-15s made local training flights. Twelve MIG-15s were seen parked at the end of the runway. At 10 a.m., a twin engine plane, apparently a Pe-2, took off. This plane was seen at the field on the preceding day.

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25 YEAR RE-REVIEW

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REPORT

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REMARKS

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Information

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1. Air activity observed at Neuruppin airfield from 24 February through 14 March included:

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24 February. At 2:30 p.m., 17 MiG-15s and type-29 aircraft in addition to 4 Po-2s were observed at the field. About 6 p.m., there was air activity by one Po-2.

26 February. About 1 p.m., MiG-15s made local training flights. Four MiG-15s and 16 MiG-15s or type-29 planes were seen at the eastern end of the runway and near the hangars respectively.

28 February. There was air activity. At 2:30 p.m., 6 MiG-15s were seen at the end of the runway.

2 March. A total of 13 MiG-15s and type-29 aircraft were observed at the field.

5 March. At 4 p.m., a MiG-15 towing an air sleeve approaching the field at an altitude of about 1,000 meters. The weather was 4/10 overcast.

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6 March. About noon, eight MiG-15s and type-29 planes were observed at the end of the runway, 16 in front of the hangars.

7 March. MiG-15s flying circles over the field. A Li-2 landed at 10 a.m. Eight MiG-15s were observed parked at the end of the runway.

8 March. Three MiG-15s were observed making passes at a sleeve target.

9 March. From 7 to 11 p.m., there was air activity by MiG-15s. About 6:30 a.m., six MiG-15s were observed at the end of the runway, 11 near the hangars.

12 March. About noon, MiG-15s made local training flights. Twelve MiG-15s were seen parked at the end of the runway. At 10 a.m., a twin-engine plane, apparently a Po-2, took off. This plane was seen at the field on the preceding day.

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13 March. Firing was practiced by MiG-15s at towed air sleeves.

14 March. Local training flights were observed.<sup>1</sup>

2. About 6 p.m. on 7 March, [ ] a small wooden cabin had been erected in the course of the day about 250 meters north of the eastern end of the runway. The cabin was surrounded by four antenna masts about seven meters high. An antenna 3 to 4 meters high was seen on the roof of a cabin.

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3. On 12 March, [ ] seven newly constructed aircraft revetments about 200 meters northwest of the former German officers' club. On 22 February, 2 and 3 March, about 90 percent of all the windows of the barracks installation were lighted.

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4. Air activity observed at the field from 27 February through 29 March included:

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27 February. The fog cleared at 11 a.m. From 11:30 a.m. to 5 p.m., MiG-15s fitted with auxiliary fuel tanks practiced formation flying in groups of 2 and 5 and aerobatics at an estimated altitude of 10,000 meters. Formation discipline was good.

[ ] Po-2s were observed aloft over Bechlin airfield.<sup>2</sup>

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28 February. After 9:50 a.m., formation flying was practiced at great altitudes. Type-29 planes [ ] practiced aerobatics.

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1 and 2 March. No air activity was observed. There was a dense fog.

9 March. From 1:30 to 4:50 p.m., MiG-15s and type-29 planes fitted with auxiliary fuel tanks practiced formation flying in groups of 2.

[ ] Weather was overcast in the morning but cleared up in the afternoon. Night flying was conducted from 6:30 to midnight. A yellow ground signal was fired several times from the direction of the flight control station. When this signal was given, the planes aloft landed quickly. Weather was fair.

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10 March. From 9 a.m. to 5 p.m., MiG-15s practiced firing at towed air sleeves. The planes attacked the sleeve at an altitude of 500 to 600 meters approaching it from the right rear at an angle of slope of about 30 degrees. The same attack was repeated twice until the planes were out of sight. While firing was practiced, two MiG-15s were seen aloft. Aerobatics were also observed on this day.

[ ] Night flying was started at 6 p.m. and continued until after 9 p.m. At 3 p.m., 22 MiG-15 or type-29 planes, 3 Yak-11s and 5 Po-2s were observed at the field.

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11 March. Firing was practiced in the same way as on the preceding day. From 11 a.m. to 5 p.m., [ ]

[ ] There was air activity by Po-2s after 6:30 p.m.

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13 March. Firing was practiced by MiG-15s. [ ]

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14 March. High altitude flights were made by MiG-15s and aerobatics practiced from 2 to 3:30 p.m. Controlled rolls, turns, half-loopings with subsequent half rolls were observed.

About 3 p.m., a Il-28 or Uil-28 plane repeatedly crossed the airfield at a great altitude.

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15 March. There was air activity by MiG-15s in fair weather and good visibility. At 9:30 a.m., nine jet bombers crossed the field at an altitude of about 8,000 meters. The same observation was made several times in the course of the morning. At 2:40 p.m., 24 MiG-15s and type-29s, 3 Yak-11s and 1 Po-2 were observed at the field. At 2:45 p.m., a Yak-14 landed at the field; it took off again at 4 p.m.

16 March. From 9:45 a.m. to 4:30 p.m., firing at towed air sleeves was practiced north of the field in fair weather. High altitude flights were also observed.

Night flying was conducted after 7:30 p.m. in clear weather. The planes involved switched off their position lights and headed west. When they returned at an altitude of 3,000 meters from the west, searchlights were switched on and tried to catch the planes in their beams. The plane flicked by the searchlight continued on its course for 40 to 50 seconds until it switched on its position lights. Thereupon the searchlight was switched off. When the planes landed, the runway was lighted by two searchlights. The same procedure was continued until after 10 p.m.

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17 March. From 10 a.m. to 3 p.m., firing at towed air sleeves was again practiced north of the field.

Type-29 plane made high altitude flights.

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18 March. Firing at towed air sleeves was practiced north of the field at 10 a.m. to 3 p.m.

19 March. At 10:45 a.m., a formation of 24 Il-28 and Uil-28 planes were observed approaching the field at a great altitude. The planes involved flew in two squadron wedge formations of 3 flights with 4 planes to each flight. The flight to the left of the leading flights had closed up while the flight to the right kept a larger distance. When the formation had reached the airfield about 11 a.m., a white ground signal was fired from the field whereupon 16 planes fitted with auxiliary fuel tanks took off. Two flights of these planes accompanied the bomber formation to the left and right, a third flight flew over the formation, while a fourth flight followed the bombers in a distance of about 2 km. About 11:35 a.m. 16 MiG-15s returned. The last fighter landed at 12:08 p.m. Formation flying in groups of 2 was practiced from 1 to 5 p.m. There was night flying after 7:25 p.m. Searchlights were observed.

20 March. From 10 a.m. to 4:45 p.m., firing at towed air sleeves was practiced. At 6:30 p.m., a Li-2 took off and dropped 12 parachutists from an altitude of 700 meters over Bechlin in four approaches. The Li-2 landed at 7:10 p.m.

21 March. A Li-2 took off at 7 a.m. and dropped a total of 15 parachutists over Bechlin. Individual MiG-15s and type-29 aircraft made high altitude flights.

Po-2s were observed making local training flights over Bechlin.

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22 March. No air activity was observed. At 2 p.m., 24 MiG-15s and type-29 planes, 3 Yak-11s and 2 Po-2s were observed at the field. The weather was fair.

23 March. No air activity was observed. At 4:10 p.m., a jet bomber flying at an altitude of 4,000 to 5,000 meters approached the field, whereupon two alert planes took off and flew to the jet bombers.

24 March. From 10:45 a.m. to 5 p.m., formation flying in groups of 2 and 3 was practiced. [redacted] on planes fitted with auxiliary fuel tanks.

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25 March. From 10:45 a.m. to 5 p.m., planes fitted with auxiliary fuel tanks practiced formation flying in groups of 2 and 3. [redacted] At 4 p.m., a Li-2 [redacted] took off and dropped 15 parachutists over Bechlin in two approaches.

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26 March. MiG-15s made high altitude flights in groups of 2 in fair weather. [redacted] as well as a type-29 plane [redacted] At 5:35 p.m., parachuting was observed over Bechlin. A Li-2 from which the parachutists jumped [redacted] Flying discontinued at 6:45 p.m.

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27 March. From 10:25 a.m. to 3:45 p.m., individual and formation flying in groups of 2 and 3 was practiced at great altitudes. [redacted] aircraft fitted with auxiliary fuel tanks.

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28 March. In the morning, individual MiG-15s made high altitude flights in scattered weather.

29 March. There was no flying, the weather was overcast with strong winds.<sup>1</sup>

5. After 15 March, the planes of the alert flight, in the event of westerly winds, were parked at a place about 100 meters northeast of a single-story temporary building constructed in a new dispersal area. Two underground bunkers were observed about 100 meters east of this building. The bunkers quartered pilots and aircraft maintenance personnel.<sup>4</sup>

6. [redacted] observed that the second PKV-45 DF station was located 300 meters distant from Wittstocker Allee in line with the second road connecting Wittstocker Allee and Gentz Strasse.<sup>2</sup>

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7. [redacted] heard a radio transmission from the area of the hangars. No soldiers were seen at this time in Neuruppin or at the field. [redacted] the landing at 2:45 p.m. of a Yak-14 was connected with this transmission. [redacted] Soviet soldiers [redacted] had marched to the airfield about 3 p.m.

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8. From January to 10 March 1953, [redacted] a MiG-15 was occasionally towed by a tractor from the hangars to the dispersal area of the alert flight where it was parked at a distance of about 80 meters from the fence. A mechanic repeatedly started the engine of the plane by means of a small starter carriage and then adjusted the engine. When the starter carriage was connected to the engine the engine ran at little speed for about 5 to 7 minutes during which time the mechanic went to the

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repair hangar. Then the engine was raised up before it was stopped. Subsequently, a pilot boarded the plane, taxied to the take-off point and made a 25-minute check flight without fuelling the plane. If the plane was all right it was parked near the hangars; but it also happened that the plane was parked in the dispersal area of the alert flight place for a renewed check.

9. Trucks [redacted] and ambulance [redacted] were observed at the field.

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10. Air activity observed at the field from 28 February to 7 March included:

28 February. There was intensive air activity from 8:30 to 5 p.m. Flights of planes fitted with auxiliary fuel tanks were repeatedly seen.

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1 March. No air activity was observed. At 9:30 a.m., [redacted] four alert planes in the eastern section of the field and 15 MiG-15s in front of the closed hangars.

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2 and 3 March. No air activity was observed.

4 March. From 9 a.m. to 5 p.m., there was heavy individual and formation flying. A plane towed an air sleeve.

5 March. Individual local training flights were made at an altitude of 800 to 900 meters. Firing by aircraft armament was heard from Wulkow. Weather was 8/10 overcast. At 4 p.m., a MiG-15 which had dropped an air sleeve over the field landed.

6 March. No air activity was observed.

7 March. Individual local training flights were made between 11 a.m. and 5:30 p.m. At 5 p.m., 8 MiG-15s, 6 of which fitted with auxiliary fuel tanks, were observed at the take-off points. These planes were guarded by two sentries. Eleven MiG-15s and type-29 planes were parked near the hangars, another MiG-15 was observed aloft. Truck [redacted] was seen.

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11. Air activity observed at the field from 28 February through 13 March included:

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28 February. Air activity was started about 11 a.m. in fair weather. High altitude flights were repeatedly made by MiG-15s.

1 to 3 March. No air activity was observed. Weather was foggy.

4 March. At 4:30 p.m., four MiG-15s took off individually. Night flying extended until after 3 a.m. The airfield lights were switched on. A searchlight was in operation at the end of the runway where a plane took off or landed.

6 March. No air activity was observed.

7 March. After 11 a.m., firing at a towed air sleeve was practiced. Air activity continued until about 4:30 p.m. Night flying was conducted.

8 March. Firing from aircraft weapons was practiced.

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9 March. There was night flying from 7 p.m. until after midnight.

10 March. From 9 a.m. to 4 p.m., firing was practiced at an air sleeve towed by a type-29 plane; the weather was fair. Night flying was practiced until 4 a.m.

11 March. There was air activity after 11 a.m. and night flying after 5 p.m. by several Po-2s.

12 March. Several planes practiced flying at a great altitude. [redacted] saw a twin-engine plane flying at an altitude of about 600 meters from which parachutists jumped near Bechlin. After 7 p.m., night flying was practiced by MiG-15s.

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13 March. From 9 a.m. to 5 p.m., firing from aircraft weapons was practiced. The weather was fair.

Between 1a 1 and 10 March, the alert flight at the field was increased from 4 to 8 MiG-15s.<sup>1</sup>

1. [redacted] Comment. A fighter regiment equipped with about 24 MiG-15s is stationed at Neuruppin airfield. The intensive training in firing at towed air sleeve and in night flying appears remarkable. Flights made in the light of searchlights were [redacted] also from other fields occupied by fighter units. A cooperation between the bomber units in 'erneuchen and Finsterwalde was [redacted] observed

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3. [redacted] Comment. Bechlin airfield is located immediately south of Neuruppin airfield and is used for initial pilot training.

4. [redacted] Comment. Usually the alert flight at the airfield is parked between the eastern runway and the eastern edge of the installation where the day rooms for pilots and aircraft maintenance personnel are located.

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